

ARTICLE 307**NORTHWEST SECTOR POLICIES****NORTHWEST SECTOR LOCATION AND EXTENT**

The Northwest Sector of Detroit is bounded by Woodward Avenue on the east, West Eight Mile Road on the north, and Southfield Freeway on the west. The southern boundary follows the Highland Park city limits to the Pennsylvania Railroad, west to Ardmore, south to Fullerton, and west to Southfield Freeway.

The Northwest Sector is a very large area of the City of Detroit which includes 20.1 square miles of the City's total of 139.61 square miles. The population of this Sector was approximately 200,000 in 1980, or roughly 17 percent of the City's total population.

The residents of this Sector have significantly higher levels of education and income than the Detroit median.

The Northwest Sector has been divided into six subsectors. The subsectors are presented in the following order: Greenfield, Pembroke and Bagley; Palmer Park; Cerveney and Grandmont; Harmony Village; and, McNichols.

NORTHWEST SECTOR PLANNING ISSUES AND FUTURE POTENTIALS

The Northwest Sector today has a great many advantages and strong positive features. It has, also, as does the rest of the City, certain problems - aging structures, vacant land and structures, obsolete commercial land commitments, an industrial area weakened by recent economic conditions - the solutions to which are major planning concerns.

Central to the future of the Northwest Sector are its neighborhoods. Most of the Sector's housing stock is in excellent condition and will continue to offer good quality, wide variety and choice, and exceptional value for the housing investment dollar. Some of the structures of older vintage, particularly the frame structures, will require

special attention to prevent the deterioration of older neighborhoods. Selective demolition of unrepairable structures, rehabilitation of sound structures, and management of vacant lots can help to insure the long-term viability of these residential areas.

Multiple-family structures in a number of the neighborhoods currently produce a higher number of vacancies than the single-family dwellings, and special attention to this problem is warranted with emphasis on protection from intrusion, reoccupancy, and removal of those units which are not repairable.

The industrial corridor appears to be sound with good accessibility to both rail and high access roadways. Parcels appear regular and individual industrial sites are readily accessible by minor roads leading into the industrial districts. Little, if any, industrial vacant land is apparent, and although the corridor does not appear cramped, expansion ability of some firms may be difficult.

Major educational facilities in the Northwest Sector include Marygrove College, the University of Detroit, and Lewis College of Business. These institutions are important regional facilities and should be given full cooperation and support.

❑ **POLICY 307-1: *Northwest Sector - general policies***

- Maximize the competitive position of Northwest Sector industrial areas, institutional areas, major hospitals, and universities, thereby reinforcing their potential as long-term economic and employment centers.
- Maximize the competitive position of the Northwest Sector residential neighborhoods, strengthening and protecting these areas as a housing resource that is virtually unique in value.

❑ **POLICY 307-2: *Northwest Sector - land use***

- Plan for reuse of vacant land.
- Remove blighting physical conditions, including vacant structures.

❑ **POLICY 307-3: *Northwest Sector - residential development***

- While keeping single-family neighborhoods and encouraging conservation and rehabilitation of older structures, develop moderate- to high-density multiples on major and secondary thoroughfares.
- Improve the public infrastructure - streets, sidewalks, curbs, lighting, etc. - and provide for adequate maintenance.
- Improve landscaping; provide more street trees.

□ **POLICY 307-4: *Northwest Sector - commercial development***

- Provide goods and services oriented to the heavy automobile traffic along Woodward, Eight Mile, Grand River, Livernois, and near freeway entries.
- Give special support to the comparison shopping areas of Livernois/Seven Mile and Grand River/Greenfield and improve other areas, as appropriate, to better maintain or phase-out commercial use.

□ **POLICY 307-5: *Northwest Sector - transportation system***

- Develop Woodward light rail transit.
- Upgrade railroad grade crossings.
- Fine-tune traffic patterns and movement; encourage development of off-street parking in both commercial and residential areas where the need exists. Especially, provide additional parking for the shopping center at Livernois and Seven Mile and for the Palmer Park apartment complex.

GREENFIELD SUBSECTOR BOUNDARIES AND FEATURES

Greenfield Subsector, bounded by Eight Mile Road, John C. Lodge Freeway, McNichols Road, and Southfield Freeway, is primarily a low-density residential area. Commercial activities are located along major thoroughfares in ribbon formation. Several major institutions are located within this Subsector, the most notable being Sinai and Mt. Carmel Mercy Hospitals on Outer Drive.

SUMMARY OF PLANNING ISSUES, GREENFIELD SUBSECTOR

Greenfield Subsector is an attractive, well-functioning residential area. Its attributes include excellent housing, strong community groups, well-maintained neighborhoods designed for our auto-oriented society, and major institutions which reflect a positive image and respect for their surrounding neighborhoods. Only two weaknesses deserve special attention. The first is the over-abundance of commercial frontage and the resulting instability of the Greenfield commercial districts. The second is the lack of recreational program facilities.

GREENFIELD SUBSECTOR GOALS

This is a basically sound, family-oriented community. The goal is simply to insure that the area remains sound, that any indications of deterioration are reversed and that the commercial areas become better organized, more attractive, and more closely matched to the needs of the area's residents.

□ POLICY 307-6: *Greenfield Subsector policies*

- Policy recommendations for the Greenfield Subsector are primarily reinforcement or strengthening of existing land use activities and patterns. A few address minor weaknesses, strive to encourage the ideal pattern for this area, and suggest some diversification.
- Encourage continued high maintenance levels of residential neighborhoods through community activities, insuring support by local financial institutions and through joint reinvestment programs.
- Target housing conservation programs to areas showing signs of decline and areas with a higher proportion of frame structures.
- Where vacant lots are present, work with block residents to determine desired use and the best method for their maintenance.
- Encourage owners or property managers to maintain vacant structures at the same level as the remaining properties and to participate in block activities such as snow removal and yard maintenance projects.
- Work with owners and real estate agents toward reoccupancy of the structures through joint programs such as expanded vacant homes rehabilitation projects or a joint urban homesteading program.
- Adjust allocation of commercial frontage space to current and projected needs.
- Encourage clustered convenience shopping nodes in close relationship with the development of multi-family residential districts.
- Encourage commercial frontage improvements, providing architectural and landscape treatment, adequate parking, and blight removal.

- Develop an indoor recreational program facility in proximity to or within the Greenfield Subsector. In addition, if the opportunity avails itself, without requiring a loss of sound housing, develop a neighborhood playground within the area bounded by James Couzens, Seven Mile, and Greenfield. In the meantime, encourage owners of under-utilized, privately owned land which does not abut major thoroughfares to permit use of their land as temporary play space; in such cases, consider allowing the owners some level of tax credit.
- Work closely with community groups to form Block Watch crime prevention programs and to keep them active, and adopt other programs as feasible to control crime.

PEMBROKE-BAGLEY SUBSECTOR BOUNDARIES AND FEATURES

Pembroke-Bagley Subsector, bounded by West Eight Mile Road, Livernois, McNichols, and the John C. Lodge Freeway, is primarily a low-density residential area. This portion of West Outer Drive is considered a prominent residential feature of this subsector. Support commercial uses are located along the major thoroughfares while small office buildings are prevalent along the James Couzens Highway. Located here are the Northwest Activity Center, Lewis Business College, and Grace Hospital, all along Meyers. The population of this Subsector enjoys a significantly higher level of education and income.

SUMMARY OF PLANNING ISSUES, PEMBROKE-BAGLEY SUBSECTOR

The Pembroke-Bagley Subsector is an attractive, viable residential community. The reinforcement of this subsector should focus on strengthening its few weak areas and encouraging the continuation of present community activities. Targeting housing improvement programs and commercial frontage improvements to those areas of greatest need can help this subsector to be of a consistently high quality throughout. For the most part, Pembroke-Bagley neighborhoods need little public assistance for rehabilitation or beautification. Vacancy rates for multi-family units are low, indicating a market for new development of this type.

North of Pembroke and east of Wyoming, housing conditions vary, with many homes needing rehabilitation and blocks evidencing spot demolition. Although rear parking was provided for Eight Mile commercial establishments, the interface of the Eight Mile commercial uses with the residential parcels is not

always pleasant because of poor maintenance. Another concern is the lower maintenance levels and high vacancy rate of duplexes throughout the subsector.

In summary, the socio-economic trends for the Pembroke-Bagley Subsector have followed many of the City-wide trends, only to a lesser extent. Several trends point out the well-documented changing lifestyles of today which are resulting in an increasing dependence of the household on outside support services such as child care, recreation, and employment retraining. Overall, though, the subsector appears to be a socio-economically stable community with a strong family orientation.

PEMBROKE-BAGLEY SUBSECTOR GOALS

This is a basically sound, family-oriented community. The problems can be solved with intelligent application of improvement programs and favorable economic conditions. This area should be supported so that the area will become an increasingly desirable location to live and raise a family.

□ POLICY 307-7: *Pembroke-Bagley Subsector policies*

- Most of the following policy recommendations are preventive and intended to encourage the continuation of the Pembroke-Bagley Subsector as the healthy residential community it is presently.
- Implement a special neighborhood improvement program in the area east of Wyoming and north of Pembroke. Such a program should incorporate spot demolition, housing rehabilitation, and low-density infill housing construction. Also, encourage housing rehabilitation, private reinvestment, and occupancy of vacant units along major and secondary thoroughfares.
- Adjust commercial frontage space to current and future needs. Improve remaining commercial frontage through available means. On surplus commercial frontage sites, develop other uses including green space, institutional and residential uses, including multi-family.
- Special attention should be given to the development patterns of James Couzens and Eight Mile.
- Encourage the James Couzens frontage to continue developing as a small business services and office district while also allowing low- and

moderate-density residential development in under-utilized sections as is presently the case.

- Improve the James Couzens frontage through facade improvements and provision of landscaped parking facilities.
- Discourage consumer retail establishments dependent upon pedestrian and impulse-oriented vehicular traffic from locating within the James Couzens frontage, because this type of traffic is not present.
- Along Eight Mile, control the development of adult entertainment establishments and discourage the intrusion of traffic related to the establishments and prostitution activities into the residential areas through traffic restrictions and police and citizen patrols.
- Permit light industrial uses along the Eight Mile frontage, so long as strict site planning standards are applied to insure compatibility with adjacent development.

PALMER PARK SUBSECTOR BOUNDARIES AND FEATURES

Bounded by Eight Mile Road, Woodward Avenue, McNichols, and Livernois, the Palmer Park Subsector is composed of several neighborhoods, including Sherwood Forest, Green Acres Golf Club, and University subdivisions, Palmer Woods, and the Palmer Park apartment district. Commercial uses are located along each of the major thoroughfares with the exception of Seven Mile Road. In addition, two large cemeteries are located here, along with the Detroit Golf Club and Palmer Park itself. The single-family neighborhoods in this subsector are among the most affluent in the City.

SUMMARY OF PLANNING ISSUES, PALMER PARK SUBSECTOR

Palmer Park Subsector's greatest physical resources are its housing stock and neighborhoods and its recreational acreage. Together, these resources create a unique residential area in Detroit. Presently, a healthy, viable area, Palmer Park neighborhoods need little, if any, direct public assistance for rehabilitation or beautification.

North and south of the Avenue of Fashion, the Livernois frontage has a general commercial orientation, with thoroughfare-related establishments. Esthetically,

this portion of Livernois suffers from the lack of plant materials, low maintenance levels, and discordant signage and facade designs.

In the earlier part of this decade, the Palmer Park subsector had the highest crime rate in the Northwest Sector. Recently, although crime remains a major problem in the apartment and commercial areas, the single-family neighborhoods have shown remarkable strength in crime prevention: in fact, the area encompassing the Greenacres, Sherwood Forest, and Palmer Woods subdivisions had the distinction of being the safest neighborhoods in Detroit according to 1987 Detroit Police Department statistics.

A concern of residents has been the potential of the larger homes being used for adult foster care or other institutional uses. The long-range future of the larger homes such as those found in Palmer Park is worthy of their concern, given the trend toward smaller households and energy conservation. While it is believed that a demand for such homes will always exist, the history of East Grand Boulevard and Chicago Boulevard is still fresh. To discourage such development, the City should work closely with State officials to discourage State approval of a concentration of institutional homes in the area.

PALMER PARK SUBSECTOR GOALS

This entire subsector is an extremely important resource for the City. Its four neighborhoods of distinctive single-family homes offer some of the best housing opportunities in the Greater Detroit area for middle- and upper-income families desiring fine vintage housing and a central location in a diverse but close-knit community. All indications are that these neighborhoods are persistently improving in many respects and will, with continued commitment, become increasingly recognized as one of the region's premier residential areas.

The Palmer Park apartment complex has the potential of becoming again the opulent multi-family community it once was, with spacious, beautifully designed buildings and apartment units adjacent to one of Detroit's most attractive parks, including a public golf course and located also adjacent to the Woodward transportation corridor.

The Livernois Avenue of Fashion could once again become a vibrant retail area, taking advantage of the current revival of the urban shopping street as a desirable alternative to the malls, serving the surrounding affluent community as well as the larger region.

The following policy recommendations are intended to provide for the continuation of the unique residential character of the neighborhoods and return the commercial and multi-family areas to their former stature.

❑ **POLICY 307-8: *Palmer Park Sector policies***

- Encourage the stabilization and beautification of the Livernois commercial frontage.
- While the Avenue of Fashion should continue to be developed as a comparison commercial district, the remaining portions of Livernois also should be developed as attractive, secure general commercial districts.
- Encourage the development of a general merchandise store as a second anchor in the Avenue of Fashion district.
- Work closely with businesses to lessen opportunity for crime, to develop secure parking lots, and to develop strategies and programs to achieve future development goals.
- Encourage the continuation of the Palmer Park recreational area through proper maintenance, increased security, and upgrading of facilities.
- Consider the development of an indoor recreational facility within the park to address weaknesses for both the areas east and west of Woodward. Consider developing a bicycle path linking West Outer Drive with East Outer Drive via State Fair and an easement between Woodlawn and Evergreen Cemeteries, which are only separated by a fence. If this is not feasible, consider developing a bike lane along Seven Mile as an alternate route, or perhaps a route through the Green Acres subdivision.
- Encourage continued community crime prevention programs. Mount a major campaign to rid Palmer Park and the apartment district of its criminal element. Provide special patrols of apartment parking areas. Use all available means to prevent crime in the commercial areas, giving particular attention to the Avenue of Fashion area.
- Should a residential structure become vacant, provide any necessary assistance to assure proper maintenance until it can become reoccupied.

CERVENY-GRANDMONT BOUNDARIES AND FEATURES

The Cerveney-Grandmont Subsector is an increasingly family-oriented general residential area bounded by McNichols on the north, Ardmore on the east, the Jeffries Freeway on the south, and the Southfield Freeway on the west. It is bisected by the major commercial thoroughfare, Grand River. In addition to housing, three small but significant industrial parcels are located along its southernmost boundary. It is a relatively affluent area with higher levels of education, income, and labor force participation than the City as a whole.

SUMMARY OF PLANNING ISSUES, CERVENY-GRANDMONT SUBSECTOR

Cerveney-Grandmont's greatest asset is its housing and neighborhoods. A well-rounded community, its housing is sound, neighborhoods attractive, and support services are plentiful. Yet, certain aspects of the subsector do need improvement.

In the subsector's housing, structural weaknesses center around aging, poorly protected wooden portions and appendages, including porches and overhangs. The small multiples (flats) found in many areas of this subsector often are in need of more repairs than its single-family counterpart.

This subsector, compared to other parts of Detroit, is relatively under-served by recreation land and buildings, and is rated by the Recreation Department as severely lacking in public playfields.

Vacant lots and structures are often in evidence in the Cerveney-Grandmont Subsector. Given the overall condition of the residential areas of this subsector, the modest overall vacancy rate, compared to the City's rate, the family orientation of the subsector, and the income levels, this subsector should be considered a prime location for a cooperative reinvestment program involving area financial institutions.

The area bounded by Fenkell, Ardmore, Fullerton, and Greenfield is the oldest part of this subsector. Lots are smaller, driveways are less common, and there are proportionately more vacancy and maintenance problems.

Commercial frontages are showing some deterioration and are in need of remedial improvement measures. The area has a surplus of commercially-zoned land and businesses are scattered and should be clustered into viable concentrations along healthy commercial strips and at key nodes and intersections.

While the vacant industrial sites are readily accessible by both rail and road, they are also adjacent to and often abutting relatively strong residential areas. Each of the sites has a structure which appears adaptable to other industrial uses, and the sites and structures are relatively modern. The sites straddling Greenfield comprise a significant amount of industrial acreage with a corresponding potential for jobs; on the other hand, the sites are cut off from other like industrial sites by the Jeffries and Southfield Freeways. In addition, Detroit has a substantial amount of under-utilized industrial land adjacent to other industrial acreage with the potential of forming substantial industrial parks offering the same or more employment potential.

Low-medium density housing consisting of a variety of structure and ownership types could be considered for some of these vacant industrial sites. In the interim, before final determination of the long-range future of these parcels, rezone the parcels to a more restrictive industrial category in order to prevent industries of greater objection to residential areas from locating here.

This subsector is deficient in both recreation land and program buildings. In terms of recreational outdoor space, it should be noted that the Cerveney-Grandmont Subsector is primarily composed of low-density housing with yard space, providing limited recreational space. Although this is a mitigating factor, the deficiency of large playfield space still exists and, when feasible, a playfield should be incorporated into the subsector.

CERVENY-GRANDMONT SUBSECTOR GOALS

The Cerveney-Grandmont subsector should continue as a sound family-oriented community with attractive middle-income housing and neighborhoods, adequate recreation space, and well-organized shopping areas. Industry should remain and provide a healthy employment base, but should be well-buffered from residential areas.

□ POLICY 307-9: *Cerveney-Grandmont Subsector policies*

- Encourage housing rehabilitation programs, especially in the southeast quadrant of this subsector, including code enforcement, loans and grants, cooperative reinvestment activities with local financial institutions, sweat equity allowances, and vacant housing rehabilitation and occupancy incentives.

- Provide selective spot demolition of abandoned structures.
- Develop infill housing, where feasible.
- Give special emphasis to vacant housing rehabilitation and occupancy, and to incentives for landlords to maintain and improve their property.
- Split vacant lots between adjoining properties and encourage off-street parking, where feasible.
- Discourage random location of comparison retail uses: concentrate major commercial development along McNichols and Grand River.
- Reinforce the shopping node at Grand River and Greenfield as a comparison commercial center, and discourage non-consumer and non-pedestrian oriented uses.
- If market conditions become favorable, encourage low-density multiple and townhouse development along Puritan and Schoolcraft.
- Maintain the Greenfield frontage as mixed residential and commercial; insure adequate screening of adjacent residential uses.
- Phase-out surplus and vacant industrial sites, and encourage low- and medium-density housing if market conditions become favorable.
- Develop a recreation program building in the vicinity of Southfield and Fenkell.

HARMONY VILLAGE SUBSECTOR: BOUNDARIES AND FEATURES

This subsector is the general residential area bounded by McNichols, Livernois, the Detroit Terminal Railroad, and Ardmore Road. An industrial corridor runs along the Harmony Village southern boundary between the railroad and Lyndon. This subsector is synonymous with the Harmony Village Thousand Homes project area.

SUMMARY OF PLANNING ISSUES, HARMONY VILLAGE SUBSECTOR

The Harmony Village Subsector developed primarily between 1925 and 1945. The greatest bulk of structures were built between 1925 and 1934.

Harmony Village's vacancy rate for multiples of over five units is exceptionally high, with one-fifth of the units being vacant and available. There is a need for rehabilitation programs of all kinds as well as a need for continued judicious spot demolition of vacant structures, which (frequently vandalized and used as hangouts) constitute a blighting influence on the surrounding area. Lack of maintenance and misuse of vacant lots for dumping and abandonment of cars also results in environmental problems.

The industrial corridor along its southern edge is relatively modern and has the potential to continue as an area providing significant amounts of employment and revenue well into the future.

There is an overabundance of commercial land, and commercial activities are unorganized and scattered along various thoroughfare frontages.

HARMONY VILLAGE SUBSECTOR GOALS

The Harmony Village subsector has seen some deterioration over the past few years, but with a reversal of the trends which caused the deterioration, a steady long-term improvement in the quality of the area is possible. In addition, various programs to address specific problems such as spot demolition, rehabilitation, and reorganization of the commercial areas can be brought to bear to address short-term problems.

The future envisioned for the Harmony Village Subsector is as a solid residential community with a full range of convenient goods and services available in an attractive, safe, and well-planned setting.

□ POLICY 307-10: *Harmony Village Subsector policies*

- Provide a full range of rehabilitation programs, as appropriate to each given area, including spot demolition, rehabilitation of both vacant and occupied housing, and loans and grants for housing improvements as they become available.
- Work closely with citizen groups to determine the best programs for specific areas.

- In areas where intensive spot demolition has occurred resulting in large areas of vacant land, encourage maintenance of lots and construction of infill low-density, one- and two-family structures.
- Where spot demolition has been little or modest and lots are less than 45 feet wide, encourage owners of properties adjacent to vacant lots to assume ownership and maintenance of vacant lots.
- Provide a full range of revitalization assistance to remaining viable commercial uses.
- Decrease the overall amount of commercial land available.
- Local and general retail activities should be encouraged to develop in activity nodes at or near major intersections. Wyoming, Livernois, and James Couzens should be reinforced in this manner.
- Lyndon frontage, which is presently under-utilized industrial, should be considered for general commercial and business activities, landscaped auto parking for the industries across the street, and for a landscaped buffer between the residential and industrial areas.
- Develop the Harmony Village Market into a year-round facility.
- Encourage the development of an industrial corridor improvement organization involving representatives of the existing firms and local financial institutions.
- Assist firms and the aforementioned organizations with physical improvements to the area and to industrial facilities through planning and site design expertise, tax incentives, and industrial development programs.
- New entrepreneurs should be informed of and encouraged to utilize administrative assistance programs.
- Encourage the reinvestment in and modernization of existing facilities through information and training forums on such themes as energy conservation, high technology, and practical applications of computer technology.

- Encourage the improvement of environmental conflicts between residential and industrial uses. Insure the construction of attractive opaque screening of outdoor storage areas and large parking areas.
- Where residential uses are across from an industrial facility, encourage the firm to locate its office and administrative functions in the area with the greatest visual contact with the residential area.
- Permit limited support commercial services to develop along the north side of Lyndon.

MCNICHOLS SUBSECTOR BOUNDARIES AND FEATURES

The McNichols Subsector is a general residential area bounded by Highland Park, the Detroit TErminAl Railroad, Livernois, and McNichols Road. A major industrial corridor runs along the southern boundary. Also located here are the University of Detroit and St. Francis Home for Boys.

This subsector has seen a dramatic decrease in population since 1970. The poverty rate is high relative to both the Northwest Sector and the City as a whole.

SUMMARY OF PLANNING ISSUES, McNICHOLS SUBSECTOR

In the area south of Puritan, residential structures are primarily frame but brick structures are not uncommon; type of structures is mixed, with flats being common and moderate-sized apartment buildings located on corner sites; structures are close as lots are narrow without front access drives; streets are narrow and often over-parked; maintenance varies from structure to structure and yard to yard, with most structures evidencing need of repair; prevalence of vacant structures and vacant lots and numerous vacancies among individual flats.

The McNichols Subsector has insufficient recreational facilities to meet the recreational needs of its population. For major recreation activities, residents can go to nearby Palmer Park, but for regular and everyday recreational needs (neighborhood oriented), the subsector is lacking both indoor and outdoor facilities.

Residential to industrial conflicts are apparent in the area. Interfaces between residential land uses and industrial uses are not always smooth or attractive. Open storage areas also are common and most often are unsightly. Circulation problems may also exist. Truck traffic may be forced to use residential streets to

gain access to industries located between the railroad and Bourke, and to those located on Idaho and Woodrow Wilson. Although 12th Street is residential on both sides, its southern portion serves as a local truck route for industries along Woodrow Wilson and Idaho.

There is an over-abundance of commercial land, especially in the category of local commercial.

McNICHOLS SUBSECTOR GOALS

Most of the weaknesses in the McNichols' housing stock can be corrected or lessened significantly, given adequate resources within the near future. While a large proportion of the residential stock in the area is aged and deteriorated, most of the housing is rehabilitable. Spot demolition of vacant, dangerous structures will be a continuing need; and the advantage to this, besides removing blight, will be to lower densities to a more desirable standard.

The underlying goal is for the creation of a sound residential community, largely through rehabilitation of existing structures, and the provision of a reasonable level of amenities in the form of new recreational facilities, enhanced public spaces, and attractive, well-organized and convenient shopping and services.

❑ POLICY 307-11: *McNichols Subsector policies*

- Initiate rehabilitation programs designed to bring residential stock up to code and to increase energy efficiency, especially in the areas south of Puritan and east of Log Cabin.
- Utilize vacant lots to increase the lot size of adjacent parcels for developing front access driveways and garages, and for neighborhood-oriented recreation areas.
- Initiate vacant structure rehabilitation and occupation programs. Consider rehabilitation of small multiples for subsidized low-income housing.
- Reduce the amount of local commercial space, especially on Puritan and Fenkell, and encourage local commercial districts to locate toward major intersections.
- Frontages between districts should be developed for residential use or as landscaped buffers between the residential areas and the trafficways.

- Limit general commercial districts to Livernois and to Fenkell near Linwood as support for the industrial district to the south.
- Encourage the small commercial district along McNichols to continue having a high maintenance level.
- Employ all applicable measures to encourage the continuation of the industrial corridor into the future. Work closely with the various firms to develop the corridor into an area which can meet their long-range needs.
- Provide for the elimination of environmental conflicts, including traffic circulation, between residential and industrial uses.
- Consider expansion of the industrial corridor's northeast corner (north of the Lodge Freeway) west to 12th and north to Pilgrim or Puritan.
- Permit limited support commercial services to develop along the west side of 12th. In this same area, work with Highland Park officials toward strengthening this industrial area for continued activity into the future.
- Encourage the development of neighborhood-oriented recreational facilities. As opportunity and funding permit, assemble residential vacant lots which are central to the neighborhood to form recreational areas for both children and senior citizens. In the interim, some limited recreation programming at the Hally Elementary/Middle School or community access to some of the University of Detroit facilities would help residents of the subsector and probably adjacent subsectors as well.
- Develop greenbelts and passive recreational areas as buffers and as interim use between conflicting uses such as between residential areas and industrial corridors, between the heavily trafficked thoroughfares (such as highways) and residential areas.